Supply of wagons to Coal India Ltd.

419. SHRI KALYAN ROY:
SHRI M. KADHARSHA:

WiH the Minister of RAILWAYS be pleased to refer to the reply to the Starred Question 156 given in the Rajya Sabha on the 13th October, 1982 and state:

(a) whether the wagons which are being supplied to Coal India Ltd. and its subsidiaries for ,coal loading are still not being fully utilised and if so, what are the details thereof from July 1983 to July 1984;

(b) whether the number of wagons left behind ha$_s$ been going up of showing a declining trend;

(c) whether the matter has been taken up with the authorities of the Coal India Ltd. and if so, what are the results thereof; and

(d) whether the requirement of wagons are being fully met and there is no shortage of wagons for movement of coal?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY): (a) and (b) the daily average number of wagons indented by Coal India Limited, wagons supplied, loaded,left behind and drawn empty during the period July. '83 to July, '84 (upto 15th) are given below: —

Daily Average (In term of 4-wheelers)

Month	Indented	Supplied	Loaded	Left behind	Drawn empty
July. '83	10,759	11,669	10,113	1,294	262
Aug. '83	11,067	12,019	10,474	1,292	253
Sep. '83	11,215	12,258	10,259	1,735	264
Oct. '83	10,963	11,945	10,075	1,608	262
Nov. '83	12,671	12,526	10,781	1,502	243
Dec. '83	12,388	12,693	11,251	1,240	202
Jan. '84	14,045	12,680	11,419	1,075	186
Feb. '84	13,936	12,478	11,344	961	173
Mar. '84	13,143	12,237	11,034	1,023	180
Apr. '84	12,798	12,163	10,557	1,433	173
May '84	11,933	11,666	10,251	1,239	176
June '84 (Prov.)	11,818	11,527	10,187	1,172	168
July ' 84 (Prov. up to 15th)	11,646	11,183	9,940	1,069	174

N.B.— These figures include wagons dealt with by Goal India, Tata Iron & Steel Co. and Indian Iron & Steel Co., since the figures pertaining to the latter two organisations are not aggregated in Railway statistics.

It will be observed from the above that the wagons supplied by the Railways are not being utilised in full. The number of wagonts left-behind has thrown up the normal seasonal trends.

(c) The problem of maximising utilisation of wagons supplied is being taken up at the field level with the concerned Coal Company and i3 also taken up at the ministerial level with the Department of Coal, and in the meetings held by Secretary (Co-ordination) and the Cabinet Committee on Industrial Infrastructure.

(d) Requirements of wagons are Deing fully met and there is no shortage of wagons for movement of coal.

Wagon left idle due to strike ia Coal India Ltd.

420, SHRI KALYAN ROY:

SHRI M. KADHARSHA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that large number of wagons for loading coal were left idle at the sittings of many coal mines under Coal India Ltd. and its subsidiaries on 4th and 5th June, i 1984 because of strike of coal miners;

(b) if so, what are the details thereof and the number of wagons which were kept unloaded on these two days;

(c) whether the Coal India Ltd. informed the Railway authorities about the proposed strike which was communicated to the Coal India by the unions;

(d) what was the loss that accrued to the Railways because of non-loading; and

(e) whether any demurrage has
[1] 'been charged and if so, what are the details thereof?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY): (a) Yes, Sir.

(b) A total of 5564 wagons in terms of 4-wheelers.

(c) No official communication was sent by the Coal India Limited to the Railways about the proposed strike.

(d) The loss works out to Rs.198.16 per wagon per day on the basis of average earnings of a wagon during 1982-83.

(e) Demurrage has been charged as per the normal rules on these wagons from the Coal Companies. However, actual realisation is likely to take some time.

Ticketless travelling

421. SHRI KALYAN ROY:
SHRI M. KADHARSHA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that some surprise checks have been carried out in both Up and Down Black Diamond Express and Coal-field Express and Asansol Express in-between March to July. 1984 and if so, when were these carried out and what are the details thereof and what are the results of surprise checks of passengers;

(b) whether it is also a fact that many officers and employees of the nationalised banks and other public sector industries like steel, coal, etc. travel in Ist class without proper tickets or any tickets in the trains; and

(c) whether Government propose to bring thi* to the notice of these concerns so that action may be taken against them and if not, what are the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY): (a) Yes, Sir. A total